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THE ROAD RIGHTS AND LIABILITIES OF WHEELMEN. By George B. Clementson. Chicago: Callaghan & Co. 1895. 8vo. pp. xxvi, 208.

The primary object of this book is to put the present bicycle law in a shape that will attract the lay reader. The author also hopes that it may be helpful to lawyers in the preparation of their briefs. The very features, however, that recommend it to the general reader — a departure from a condensed legal style and the introduction of matter extraneous to a discussion of questions of law — will somewhat lessen its value for the lawyer who seeks the most concise statement of mooted points. In its primary object, despite a tendency towards repetition, and a noticeable looseness of expression in places, the book should be successful. Its handiness — it is published in convenient pocket size — is greatly in its favor. The existing cases on bicycle law appear to have been well utilized; and little exception can be taken to the writer's correctness of statement. The bicycle, it seems, has come pretty clearly to be regarded, in the eye of the law, as a carriage or other vehicle; but it is to be noted that the standard of care required of a city in the repair of roads is not measured by the bicyclist's needs, so that accidents due to small stones or slight unevennesses are not causes of action. The city is not liable unless the defects threaten the safety of "carriages" in the ordinary sense of that word. To know his duties in detail, a bicyclist should take Mr. Clementson's advice to acquaint himself with the ordinances of the city in which he rides.

E. R. C.

NEW YORK RAILROAD LAWS. By George A. Benham, of the Troy Bar. Albany: W. C. Little & Co. pp. xli, 604.

This volume aims to compile the New York laws up to 1894, bearing on the building, management, and operation of railroads, and to furnish a reference manual for the use of lawyers and business men connected with railroads and other corporations. As such, it includes not only the General Railroad Act, but those sections from the laws on Taxation, Receivers, Penal Code, and Codes of Civil and Criminal Procedure, which apply to railroads and to corporations in general. The best features of the book are its careful arrangement and facilities for reference. While, perhaps, chiefly useful because it puts into handy form all New York statutes bearing on railroads, it is of value also for the citation of cases and occasional notes of decisions on those laws. The scope of the work is not confined to New York law alone, but has elements which may recommend it to the profession at large.

H. C. L.

AMERICAN ELECTRICAL CASES, with annotations. Edited by William W. Morrill. Albany: Matthew Bender. 1895. Vol. III. 1889-1892. 8vo. pp. xxi, 893.

The third volume of this series, which aims to collect the cases on electricity, brings the work down to 1892. It follows in all respects the plan of the first two volumes noticed in 9 HARVARD LAW REVIEW, 166, and like them is well arranged and carefully prepared. The large number of cases — nearly twenty-five per cent of the whole — in which electric railways are concerned, is, as the editor says, worth remarking, when it is remembered how recently such railways had come into general use at the time the cases arose.

A. K. G.

OUTLINES OF TRIAL PROCEDURE. By J. L. Bennett, of the Chicago Bar. Chicago: Donohue & Henneberry. 1895. 12mo. pp. 55.

In his preface, Mr. Bennett quotes from Thompson on Trials to the effect that the subject of trial procedure is vast enough to embrace the whole field of legal learning. His object, he explains, is to deal with its leading principles in as brief a space as possible, and this task he accomplishes in less than fifty pages. As a result of such vigorous condensation, the work is necessarily somewhat dogmatic and rather elementary in character; but that suggestiveness which the author aimed at has certainly been to a considerable degree attained. Though intended primarily for use in Illinois, the book will probably be found of value elsewhere.

R. G. D.

OUTLINE OF THE INFRINGEMENT OF PATENTS. By Thos. B. Hall. New York and Albany: Banks Brothers. 1895. pp. vi, 86.

In the main this book is founded upon two larger works on patents and their infringement, previously published by the same author, both of which have been praised by the members of the Supreme Court. It is based solely upon the opinions of the U. S. Supreme Court, giving an outline of the decisions of this body upon patent licenses, the identity of inventions, the validity of patents, and damages for infringement. Cases illustrating the development of the principles laid down in the body of the work are collected in chronological order at the end of the book which must prove very useful as a handy reference manual for the patent lawyer.

J. P. H.

TABLE OF PUBLIC GENERAL ACTS IN FORCE. By Paul Strickland. London: Wm. Clowes and Sons, Limited. 1895. pp. 82.

The compiler has collected in chronological order all the English statutes passed by Parliament and now in force in any part of the British Empire. Partial repeal or alteration is indicated, as well as the subject-matter and part of the empire to which each statute is applicable. It is noteworthy that one-half of all the acts mentioned have been passed since 1860, and five-sevenths during the reign of Victoria. In all, over 4,000 are tabulated.

J. P. H.

NEW YORK STATE LIBRARY BULLETIN: Subject Index of Law Additions. By Librarian Stephen B. Griswold. Albany: University of the State of New York. 1894. pp. 207 to 509.

Another eloquent testimonial to the increasingly rapid accumulation of legal literature is this supplement to the index of the New York State Law Library. It includes 12,000 volumes added to the library between 1883 and 1893, alphabetically arranged, with cross-references, in a form convenient for consultation.

J. P. H.

VITAL STATISTICS OF THE NEW ENGLAND STATES. Compiled by State Boards of Health. Boston: Damrell & Upham. 1895. pp. 59.

This little pamphlet gives in tabulated form the statistics of the six New England States in regard to marriages, divorces, births, and deaths

for the year 1892, and compares them with the same kind of data from other countries, and for preceding periods of time. Among other interesting facts the curious circumstance is revealed that while the marriage rate in New England is the highest in the world, the birth rate is almost the lowest record in any country.

J. P. H.